

Mothers Know That Genuine Castoria Always Bears the Signature For Over Thirty Years

LAST OF THE TIGERS

famous Louisiana Tigers, a regiment that was in every important battle of the Civil War and which gave heroes by the score to the Lost Cause.

their haven in Clay county, although their coming to Missouri had no contheir coming to anssour mercury the nection whatever. Each pursued the even tenor of his chosen way, the cone to wax wealthy through various even tenor of his chosen way, the one to wax wealthy through various mercantile enterprises and the other to live but comfortably among his chosen people, never amassing a great amount of money, but laying up scores of rich iewels in the hearts of his of rich jewels in the hearts of his fellowmen by kindly good deeds and unostentious acts of charity.

unestentious acts of charity.

Less than a half dozen years ago, John Moran, who had acquired wealth in Liberty, passed away, and on a monument in Metaric cemetery at New Orleans, was inscribed the date of death of the next to the last of the Tiger survivors, and with the passing of John Burke the last of these blank spaces will be filled, completing the muster of the dead at the spot where first the regiment gathered. It will not be as a Louisiana Tiger, however, that John Burke will be mourned in the hearts of his fellowmen, but as John Burke, good friend and good citizen, and in his home community will stand for many years a little church built by him in order that his children, neighbors and his friends might have a house in which to worship as a monument to the groedness, and kinderse, of heart of

to worship as a monument to the goodness and kindness of heart of this splendid fellow whose first thought was always of others, al-though he himself was not a member of any church or a regular attendant. -Liberty Advance

First, What We Are Not!

We are not selling anything either directly or indirectly. We are not agents in any commercial sense of the word, neither are we seeking to obtain free advertising for any article or commodity, whatsoever, or for any commercial corporation, institution, company or firm. If certain business interests have been quick to take advantage of any of our writings, construing our sentiments as a boast for their wares, that is their business and not ours. Such results are wholly incidental to our work and we decline to hold ourselves responsible for such contingents.

We advocate certain definite principles and no doubt some of the contributions which we receive come from those who hope to derive financial benefit from our work. But again, I say this is their business. Possibly

the grape juice manufacturers could afford to send our Secretary of Sta a liberal birthday gift for the publi

We are incorporated ("not for prof-it") under the laws of the State of Illinois, "to rafeguard the young man's leisure hours, to establish a whole-

that was in every important hattle of the Civil War and which gave heroes by the score to the Loss Cause.

The fame of these Tigers has been sung in story and songs, and with it this little story has little to do, its mission being simply to emphasize a peculiar coincidence that marked the passing of the last of these noted warriers, the last two to go, living within five miles of each other in a spot far removed from whence the regiment was recruited.

The Tigers won their name because of their ferceity in leattle and it has been said of them that they gave more lives to the south than any other regiment, being in the fiercest of the more lives to the south than any other regiment, being in the fiercest of the first fray after being recruited at New Orleans and always being found in the thickest of each succeeding battle. At the close of the war, the few left scattered to the far corners of the earth, and among them two found their haven in Clay county, although their haven in Clay county, although the control of the county of the scattered to the far corners of the earth, and among them two found their haven in Clay county, although the control of the county of the scattered to the far corners of the earth, and among them two found their haven in Clay county, although the county of the scattered to the far corners of the earth, and among them two found in the close of the war, the few left the far corners of the earth, and county of the scattered to the far corners of the earth, and considered the county of the scattered to the far corners of the earth, and considered the county of the scattered to the far corners of the earth, and considered the county of the scattered to the far corners of the earth, and considered the county of the scattered to the far corners of the earth, and considered the county of the scattered to the far corners of the earth, and considered the county of the scattered to the far corners of the county of the scattered to the far corners of the county of the scattered to the far corners of the county of the scattered to the far corners of the county of the scattered to the far corners of the county of the scattered to the far corners of the scattered to the scattered to the far corners of the scattered to the scattered t

Real Estate Transfers

The following real estate trans-fers were recorded in Recorder W. C. Eaves' office during the week ending

Oliver Beers et al, to B. L. Chance, lots 9, 10, 11, and 12, block 5, Bartle's addition, Bismarck.—\$740.

Walter Calvert et al, to B. L. Chance, lots 9, 10, 11, and 12, block 5, Bartle's addition, Bismarck.—\$740. Chas. Flannery et al, to B. L. Chance, lots 9, 10, 11, and 12, block 5, Bartle's addition, Bismarck.—\$740.

5, Bartle's addition, Bismarck.—\$740.
Emma E., Henry H., Ada, Mary
and William Horton, et al, to B. L.
Chance, lots 9, 10, 11 and 12, block
5, Bartle's addition, Bismarck.
T. F. Loveridge to J. W. Bridgeman, part lot 94, Subd. Sur. 2969,
Twp. 35, Rng. 5, 4 acres.—\$1200.
Mart Matkin et al, to B. L. Chance,
lots 9, 10, 11 and 12, block 5, Bartle's
addition, Bismarck.—\$740.
Tillman Rock to James B. Allen, lot
5, J. C. William's addition, Farmington.—\$3000.

Clarence and Darrell Westover et al, to B. L. Chance, lots 9, 10, 11, and 12, block 5, Bartle's addition, Bismarck.—\$740.

Mr. Buffum Reports on Roads.

F. W. Buffum, state highway commissioner, drove in Sunday night from a trip over the roads from St. Louis.

fum said he noticed that in a number of places the fences had been moved into the road until the former 100.

Such is the heading under which foot roadways are now reduced to 20 feet in some places. He made a no-tation of this stealing of public protation of this stealing of public pro-perty and said he took pains to tell the people of Perryville that unless the fences are mived back to where they belong he will bring suit and will have the land grabbers prosecuted. Unless the road in Perry county is given attention before long Mr. Buf-fum said it would be necessary to pick out a new route for this antional anchorsy withough he "dilicel to di-

pick out a new route for this national highway, although he Salikei to discret travel from Perry county.

His experience in Bollinger county was equally as bad, he said. The roads are very rough and the bridges bad. He said he was surprised to find that a rivalry between Marbie Hill and Lutesville is causing some mighty unwise road work. One town is endeavoring to keep the main highway from groing through the other way from going through the other and to do this it is necessary to make the coad several miles longer than necessary. Unless this defect is remedied the road will not be made a part of the national highway and both towns will lose.—Cape Girardean Republican.

MARKET REPORT

Influenced by the report of but 3, 500 sheep and lambs for to-day, the buying contengent went into the fray showing good spirit and as a result trading was very active at stendy prices up to the noon hour. Choice Tenn. springers topped at \$9.50; Kentuck's \$9.35 and Natives at \$9.25. Many pretty good Natives went at \$8.25 to \$8.75, with the cull end at \$5.25 with the heavy kinds at \$5.60. Bucks, \$4.50. Top clipped lambs, \$8.50 with fair to good at \$7.25 to \$7.75. Instead of the estimated supply of \$3,500 comprising the total, receipts over ran to 5.700 and afternoon there was quite a different aspect to the market owing to this fact. Buyersquit with cold feet leaving six or eight cars unsold. howing good spirit and as a resul

eight cars unsold.

Hog receipts, 13,000. Market 10. to 15c lower; top \$8,30. There was to loc lower; top \$8.30. There was a good clearance at the preies.
Cattle receipts, 6,500. There was ittle change in any class to note with yesterday. While all good killing cattle are steady with last week's close, medium grades of steers, cowor butcher stuff shows a 10c to 15c ducline. decline.

With the Death of John Burke, the Regiment Roll is Stustered Out

Near Liberty, Mo., on Thursday, hundreds of farmers and their wives and children and business ton from the county seat and other nearby towns gathered at a little country church to pay a last triabute of respect to the memory of John Burke, who passed away a day or so previously.

The funeral was such as is held in many communities of Missouri every day of the year, but behind the particular funeral is a story of a brave man and fearless fight for the honor of the Southland and later with the world and with it there passed back to the earth from whence it came all that was mortal of the last of the famous Louisman Tigers, a regiment that was in every monetant back of the famous Louisman Tigers, a regiment that was in every monetant back of the famous Louisman Tigers, a regiment that was in every monetant back of the famous Louisman Tigers, a regiment that was in every monetant back of the famous Louisman Tigers, a regiment that was in every monetant back of the famous Louisman Tigers, a regiment that was in every monetant back of the famous Louisman Tigers, a regiment that was in every monetant back of the limit of the last of the famous Louisman Tigers, a regiment that was in every monetant back of the limit of the last of the famous Louisman Tigers, a regiment that was in every monetant back of the limit of the last of t

Rheumatism Quickly Cured

"My sister's husband had an attack of rheumatism in his arm," writes a well known resident of Newton, Iowa, "I gave him a bottle of Chamberlain's Liniment which he applied to his arm and on the next morning the rheumation was gone." For chronic mu cular rheumatism you will find nothing better than Chamberlain's Liminest. Sold by all dealers.

Mrs. A. P. Ponders of Bonne Terre visited her sister, Mrs. Chas. Meey and family Sunday.

Misses Blanch and Bessie Eaves visited friends and relatives at Des-loge Saturday.

Misses Della Mecey and Pearl Kit-cherman were Elvins visitors Sunday afternoon. Mr. and Mrs. S. H. Ramsey and Miss Dora London were Elvins visi-

tors Sunday.

Miss Bessie Olive visited her sister at Elvins Sunday.

Meadames Wm. Johnson, H. H. Hoy

nd St. James shopped in St. Louis

and St. James shopped in St. Louis Friday.
Dr. G. H. Reeves was a visitor at Elvins Sunday.
H. Kiapholz, a former resident of here but now of St. Louis, made a business trip here Monday.
Mr. and Mrs. J. M. Combs and children departed Tuesday for Bea-sera, Kv., for a month's visit with relatives and friends.

relatives and friends.

relatives and friends.

B. F. Byrans of Sprott, was a visitor here Monday.
Chas. Pratt returned home after a week's visit with relatives and friends at Columbia, Mo., and St. Louis.
Mrs. Warn Mecy returned home Sunday after a week's visit with Mrs.
A. P. Turley and family of St. Louis.
Miss Susie Silsby of Elvins was a Flat River visitor Saturday.
James Callen of Vandallia, Mo., arrived here Thursday to spend several days with his sister, Mrs. B. F. Thompson, and husband.
Mrs. Jim Baker spent Friday with her sister-in-law, Mrs. Arthur Sizemore of Desloge.

Such is the heading under which some time since the editor of Leslie's Magazine discussed the general movement against the railroads, which practically began under the reign of Rosevelt, has continued with intensifying yower to the present and prominent to present its work until the ying yower to the present and promses to protract its work until the
ailroads, hopelessly crippled, will be
ompelled to seek, or consent to govromental ownership and control,
or until the public shall be brought
of appreciate the real condition and
the present obsession give way to
more rational and healthful sentiment. Until this comes to pass, there Until this comes to pass, there ill be naturally, a decline in the pirit of investment and development d capital, always seeking to pro-titself will decline to be utilized any of the great public industries, will shrink from sight and hide elf in strong boxes or in foreign als sooner than risk its integrity that the decreases conditions. The amid these dangerous conditions. The writer above referred to goes on to say: "Next to agriculture the railroads form the greatest industry in the country. They collect and distribute wealth as does no other single agency. They employ 1,691,000 people and pay in wages every year \$1,239,425,284. This does not include the railway supply industry employthe railway supply industry employng almost as many more.

But to the plight of the railroads But to the plight of the railroads the people have become callous. To take more money out of railroad treasuries, to compel them to pay higher wages, to buy better equipment, to employ men, to pay in taxes and at the same time make them charge less for what they have to sell has become the most natural thing in the world.

Between 1890 and 1913 railroad Between 1890 and 1913 railroad taxes increased 178 per cent per mile, although the net capitalization increased but 20 per cent per mile. Since 1910 there has been an increase in the amount paid to labor of \$103,000,000 although the number of employees has been reduced by 3,832. Powerless to raise their rates, to have a procefor what they give the charge more for what they give, the between operating revenue and epen-ses steadily diminish without seem-ing to interest the public in their

Less Than Twenty Years Ago Once the public did grasp the plight of the railroads. That was when over 50 per cent of them were in the hands of receivers and it was no the hands of receivers and it was not so many years ago, either. A cry went up to give them a chance. For a brief period they were not harassed, were not legislated to death and the rebound was marvelous. But must there be a reversion of the dark days of 1896 before the truth is again brought home to the people?"

No doubt this and former raids on railroads and other corporations have

railroads and other corporations have been useful both to them and the gen-eral public. We can easily remem-lier when there was far less of cour-tesy or consideration for the traveling tesy or consideration for the traveling public than now. When every pigmy official at the ticket or telegraph window felt perfectly free to snub the timid traveller, even if a helpless woman, or to insolently puff the smoke of a cheap cigar or filthy pipe in the face of any one presuming to ask a question. We have, personally, and many times, felt outraged at the treatment received from those nascent railroad kings, swelling with their fancied inportance. And many times on a railroad train we have been actually afraid to ask a question, even of the "lutcher," for fear of insult, and as to approaching the lordly brakeman or the imperial conductor such dareing was rare.

brakeman or the imperial conductor such dareing was rare.

But all this belongs to the past, and at present, and almost without exception, in all stations, offices or trains, and from every official, not excepting the president or general passenger agents, the public expects and receives real courtesy, and pos-sibly more important than all this. and receives real courtesy, and pos-sibly more important than all this, we now feel assured when we board a train that the engineer is sober and that the breath of the conductor will not wreck with the train or "de-

pared spirits."

And this happy change has been brought about by the multipication of roads, thus giving the public the opportunity of choice and also the universal protest and denunciation of the recoile. So that by these and other people. So that by these and other influences we are enjoying

A New Era

A New Era

And in this new era we have a railroad service not only reasonably safe
and comfortable, but even splendidly
luxurious. The insistene demands of
the people have brought about this
revolution. But this movement has
gone too far in that the people continue to demand more and more of the
roads, while insisting in multiplied gone too far in that the people continue to demand more and more of the roads, while insisting in multiplied and multiplying ways, that their revenues shall be reduced. The railroad is a vertiable Sampson in the hands of Phillistines, bound and helpless. He must grind in the mill, naked and starving! If there be an accident, however unavoidable, the railroad must pay for every injury. If an employee is hurt he brings suit against the road, and generally wins, for both judge and jury are "retained for the plaintiff." If a miserable, old cow, or pig, is kileld, the railroad must pay the damage, and in these and many other ways we assert that the wrongs, inflicted formerly by the roads on the public, have been paid, and are being paid, with a large interest. In our sober judgment, it is time to call a halt in this general move against the roads, for, unless we are greatly in error, it is impossible for them, even with the closest economy, to maintain a high degree of efficiency under present conditions.—St. Louis Christian Advocate. The Farmer

He watered the horses and gave them hay And bedded them down in a careful

way.
And fed the chickens and shut the up,
And started away with the collic pup
To bring the cows to the milking shed;
And then he milked and the pigs he
fed.
Then he found one horse was cast in

the stall, And he doctored another that had

wind-gall;
And he fixed the pump ere he went indoors—
But that wasn't work; it was only

-Graydon Gray

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Established 1897

WAS A DESERTER.

Young Newspaper Man Deserts from Navy—Surrenders.
A. D. Nations, editor of the Oran Tribune, has turned out to be a de-serter from the United States Navy, which he joined in 1909 and deserted in 1911, two cars later, and the other day returned to Washington and gave himself up. Arriving in Washing-ton, he was met by Congressman Joe J. Russell, who accompanied him to the Navy Department. Of course Nations must face a court martial, but it is thought his punishment will not be severe. The cause of his surnot be severe. The cause of his sur-rendering at this time was on account of having been discovered, and being certain that his arrest would follow in a very short time. The first ex-posure came from himself, when he confided his secret in some supposed riends. Later, he became involved in a newspaper controversy with the Sikeston Standard, with which paper he was formerly an employe. His friends betrayed him to the editor of the Standard, who in turn exposed him in print. Nations had procured a license to marry a young lady in Dexter, and when his betrayers learn-ed this they telephoned the young la-dy and the wedding was called off.— Haiti Herald.

Buzzards Spread Cholera.

I notice in your last week's issue you are advocating getting the legis lature to pass a law to allow people to kill buzzards. That is good: I hope you will keep it up. I believe they are the greatest distributors of hog cholera on earth. I have had a terrible epidemic of cholera for two years among my hogs and have tried every precaution and disinfectant known to man without any results. And I firmly believe buzzards carry this disease around more than every-thing else combined. I have lost 150 hogs in the past year. I notice in some of the western

I notice in some of the western states they pay as high as \$5 to kill a buzzard. I would want only a few days to get rich at that price. I am a great believer in microbes and germs. Believe almost every disease is transmitted that way.—C. A. Whitehead, M. D., in The Progressive Farmer. sive Farmer.

ADMINISTRATOR'S NOTICE.

Notice is hereby given that letters of administration on the estate of J. D. Wood, deceased, were granted to the undersigned on the 25th day of April, 1914, by the Probate Court of St. Francois County, Missouri. All persons having claims against said estate are required to exhibit them for

allowance to the administrator within six months after the date of said letters, or they may be precluded from any benefit of said estate; and if such claims be not exhibited within one year from the date of the last insertion of the publication of this notice, they shall be forever barred.

This 25th day of April, 1914. H. L. STAPP, Administrator

NOTICE OF ADMINISTRATION.

Notice is hereby given that purmant of an order of the Probate Court of St. Francois County, Missouri, dated April 18, 1914, the undersigned Public Administrator of St. Francois County, Missouri, has taken charge of the estate of Lucinda Bean,

All persons having claims against said estate are requested to present same for allowance to the Probate Court of St. Francois County, Missouri, within six months from the above date, and if such claims be not presented within one year from said date, the parties presenting such claims, will be forever barred from any benefit of said estate. 15-4.

W. E. COFFER, Public Administrator.

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